

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5560

號三初月八年三十三緒光

TUESDAY, SEPTEMBER 16, 1907.

二拜禮

號十月九英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHONGWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On fixed deposit:—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKEO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,250,000
RESERVE FUND ABOUT MEX \$5,000,000
" GOLD \$3,250,000
" ABOUT MEX \$5,000,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.O.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates:—

For 12 months 4% per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow,

Kobe, Peking, Singapore, Tientsin,

Tsinaifu, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Seehandlung (Preussis-)

che Staatsbank.

Direction der Disconto-Gesellschaft.

Deutsche Bank.

S. Bleichroeder.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne.

Frankfurt a/M.

Norddeutsche Bank in Hamburg.

Sal. Oppenheim Jr. & Co., Koeln.

Bayerische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:

Messrs. N. M. ROZHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTOR DER DISCONTO-GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (L. 3,750,000).

RESERVE FUND FL 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon,

Tegay, Pecalongan, Paseroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kota-

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and corre-

spondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 6th June, 1907. [20]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS \$11,750,000

Sterling \$1,000,000 at 2/6 = \$10,000,000
Silver \$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq., E. Shellin, Esq.,
Z. Goetz, Esq., R. Shewan, Esq.,
C. Haupt, Esq., H. A. W. Slade, Esq.,
C. R. Lehmann, Esq., H. E. Tomkins, Esq.,
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per Cent. per Annum.

For 6 months, 3% per Cent. per Annum.

For 12 months, 4% per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [2]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1813.

HEAD OFFICE—LONDON.

PAID-UP CAPITAL £ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £ 800,000

TORS £ 800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.

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" 3 " " " 2% " "

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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,363 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. J. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,995 " " " R. D. Thomas.

Departure from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 12 P.M. (Saturday excepted).

Departures from Canton to Hongkong daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The "SUI-AN" and "SUI-TAI" will not run on Sunday next.

Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain W. Reynell.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th September, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Farquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.
YORK BUILDINGS, 1st floor,
Hongkong, 6th September, 1907.

Dentistry.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 16th April, 1905.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft. bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, F08, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG. "PRINZ EITEL FRIEDRICH" } WEDNESDAY, Capt. E. Malchow. } Noon, 11th Sept., 1907.

MANILA, FRIEDRICH WILHELM, HAFEN, SIMPSON, HAFEN, SAMARAI, BRISBANE, SYDNEY and MELBOURNE. "PRINZ SIGISMUND" } THURSDAY, Capt. D. Lenx. } Noon, 12th Sept., 1907.

KUDAT and SANDAKAN. "BORNEO" } Beginning of October, Capt. Sembill. } 1907.

YOKOHAMA and KOBE. "PRINZ WALDEMAR" } About THURSDAY, Capt. W. v. Seiden. } the 18th Oct., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

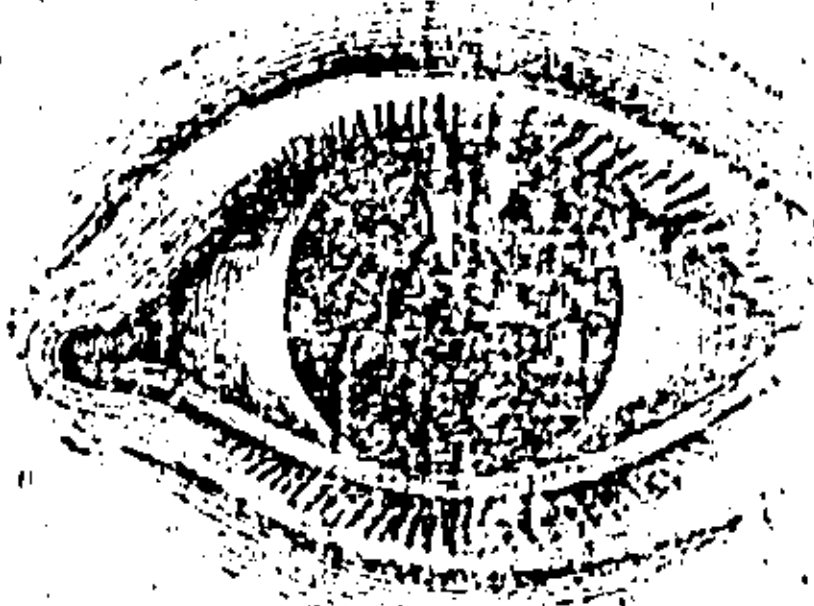
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 10th September, 1907.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
8, PEDDER STREET, HONGKONG.

I WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free. LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Dentsack Street, 566, Nanking Road. Hongkong, 27th November, 1905.

Hotel.

KOWLOON HOTEL,
HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-class Hotel in Kowloon. Most Charming and Popular Resort in the Colony. Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telegraphic Address: "CHEP" HONGKONG.
Telephone No. K4.

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury. Billiards and Bowling Alleys. Moderate Terms and No Extras. Modern Management.

O. E. OWEN,
Proprietor.
[708]

PRINCE TO PARIS.

PRINCE BORGHESI, AT HIS JOURNEY'S END.

Paris, August 11th. Prince Scipio Borghese arrived in Paris yesterday afternoon, exactly two months after leaving Pekin on his dare-devil race of nearly 10,000 miles across two continents. Of these sixty days, Prince Borghese, his mechanic Guizardi, and the Italian Journalist, Barzini, spent forty days in their 24-h.p. Itala car.

It had been arranged that the victor should arrive at four o'clock. The prince had spent Friday night at Haux where he had been joined by a host of enthusiastic compatriots. At three o'clock Borghese's progress was true phal. On issuing from the Bois de Vincennes he was escorted by mounted Republican Guards.

As the cortege approached the Grand Boulevard the hundreds of the spectators rapidly increased to thousands, in spite of a steady downpour, and it was amid deafening shouts of "Bravo Borghese; Vive le Prince;" that the long journey finally ended in front of the offices of the "Matin" on the Boulevard Poissonniere.

RECEIVED WITH ENTHUSIASM. "Prince Borghese was received by the "Matin" (which had initiated the great race) and a representative company of motoring enthusiasts. In reply to the speeches of welcome, Prince Borghese said:

"You have exaggerated, messieurs. We were not heroes; we were simply patient men. Yes, our sole virtue was patience. We had perhaps another virtue—perseverance. The whole secret of our success lay in this, that we never thought of the goal, that we meant to reach Paris. No; as we woke each morning we merely said to ourselves that we must cover the day's stage. And as each day we had to encounter much the same obstacles and fatigues, so we finally triumphed over both by the mere force of habit."

The Itala car which has performed this wonderful feat of endurance is now exhibited on a platform in front of the "Matin" office. A platform about seven feet high was erected, and two strong planks were placed against it at an angle of 45 degrees. Instead of hoisting the car on to the platform, Guizardi showed his prowess by running it up this inclined plane and bringing it to a standstill within two inches of the edge.

CAR NOT MUCH THE WORSE. The famous Itala car does not look much the worse for wear. It has two "bucket" seats in front, the space reserved usually for the back seats being taken up by two big petrol tanks with a capacity of 61 gallons, sufficient for a run of over 600 miles.

In the course of 10,000 miles Prince Borghese used up 16 pneumatic tyre covers. One of the front tyres has come all the way from Omsk without as much as a puncture.

The prince has described an amusing experience which happened to him on the borders of European Russia and Siberia. Signor Barzini handed the telegraphist a dispatch for transmission to London. It was very legibly written in Latin characters, so that no confusion seemed possible, yet the clerk took it for Chinese and began to decipher it perpendicularly!

The average of sleep taken by the Prince has been five hours a day, and yet he says he feels in perfect form. At the same time he does not contemplate any more such tours for the present. He intends to terminate his tour at Turin on 22 Aug.

THE SPY SCARE IN JAPAN.

HOME MINISTER'S INSTRUCTIONS.

In pursuance of the recent instructions of Marquis Saionji, Premier, in regard to the intercourse between this country and Russia, Mr. Hara Home Minister, has given instructions to local Governors to the following effect:—Since the assassination of Mayeda Seiji, on the suspicion of being a Russian spy, it is known that threatening epistles have been addressed to Russians residing in different parts of Japan, and in the worst cases the offenders have gone to such an extreme as to attempt to attack them personally. Now peace has been made and diplomatic relations between the two countries have been restored to the former friendly and cordial state, increasing in intimacy, and the new Agreement has been concluded. If such false and inciting reports be allowed to be published in the newspapers to the extent practised at present it will not only cause offence and annoyance to the Russian residents in Japan, but diplomatic relations between the two countries will be greatly affected. Any journal publishing unscrupulous reports and articles inciting to interference with Russian residents in Japan should be specially cautioned, the masses should be guided to act in such a way as to assist towards increasing the cordiality of diplomatic relations and thus help to realise the object and aim of the new Agreement.

THE PRICE OF RICE.

HIGHEST FIGURE EVER KNOWN.

THE SPECULATORS REJOICING.

As we have repeatedly pointed out of late, the speculation in rice has been allowed to have matters pretty well all their own way, forcing up the price of the staple food of the country to the famine limit when all the conditions were favourable, and thus increasing the cost of living for all classes.

Now, as the result of the floods, and when thousands of the poorer classes are destitute, the price has advanced proportionally, and the quotations are higher than has ever been known before. Instead of being in the region of from 15 sen to 17 sen per 22 lbs as might have been anticipated, the retail price in Kobe has advanced to 21 1/2 sen for the first quality, 20 1/2 sen for the second quality, 19 1/2 sen for the third quality, and 18 1/2 sen for the fourth quality. Unless the Government takes some steps soon to stop this gambling in the people's food it will find that it will have to feed the sufferers itself—and worse consequences than that may follow.—Japan Chronicle.

Intimations.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that CAMMELL, LAIRD & CO., LIMITED, of Cyclops Works, Sheffield, England, Manufacturers, have, on the 2nd day of July, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Marks:

1. The device of a Camel or Dromedary.
2. The word "Cyclops" and three crowns.
3. The word "Cyclone."

in the name of CAMMELL, LAIRD & CO., LIMITED, who claim to be the proprietors thereof.

All the above mentioned Trade Marks have been used by the Applicants for many years in respect of the following goods:—

STEEL IN CLASS 5;
and
MACHINE KNIVES, MACHINE TOOLS, TWIST AND OTHER DRILLS, MILLING AND OTHER CUTTERS, SHEAR BLADES AND SIMILAR GOODS ALL BEING PARTS OF MACHINERY INCLUDED IN THIS CLASS IN CLASS 6.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1907.

JOHNSON, STOKES & MASTER,
Solicitors for the applicants,
8, Des Voeux Road Central,
Hongkong.

[49]

A. CHAZALON & CO.

6, Queen's Road Central,
WINE, SPIRIT AND COAL MERCHANTS AND
GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and baby bottles.

FRENCH SYRUPS

GRENADINE, G. OJBILLE, & Co.
VICHY, PERRIER, ROCHEMAURE
AND
Other FRENCH MINERAL WATERSALSO
Large Assortment of CANNED GOODS
suitable for Picnic

Hongkong, 15th May, 1907. [40]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1905. [65]

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at
PRAYA EAST, near East Point.Apply to—
JARDINE, MATHESON & Co., LD.
Hongkong, 22nd June, 1907. [87]

TO LET.

A HOUSE in KNUITSFORD TERRACE,
Kowloon.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1907. [64]

TO LET.

LARGE and SPACIOUS GODOWNS
Nos. 9, 9A, 9B, 9C, and 10, PRAYA EAST,
formerly in the occupation of the Admiralty.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1907. [439]

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIPON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING,
GODOWNS on PRAYA EAST.A HOUSE in CLIFTON GARDENS, Conduit Road.
FLATS in MORETON TERRACE.Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st September, 1907. [639]

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

No. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Voeux Road.
Hongkong, 13th August, 1907. [742]

TO LET.

HOUSE No. 2, ROSE TERRACE Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—
COMPRADORE,
Barretto & Co.
Hongkong, 24th July, 1907. [665]

TO BE LET.

A 8 from the 1st August next, No. 5 MORRISON HILL.

Apply to—
Messrs. JARDINE, MATHESON & CO., LTD.
Hongkong, 29th June, 1907. [666]

Intimations.

**W.M.
POWELL,
LTD.,**

**ALEXANDRA
BUILDINGS.**

*"The best
the World
produces."*

**JONES'
SEWING
MACHINES.**

BRITISH-MAKE.

**UNRIVALLED
FOR
SPEED
AND
SIMPLICITY.**

**JONES'
SEWING
MACHINES.**

**W.M. POWELL,
LTD.,
HONGKONG.**

Hongkong, 9th September, 1907.

Auctions.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
T. MORROW,
the 11th September, 1907, at Noon, at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Cecil Street,
**SUNDY
HOUSEHOLD FURNITURE.**
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 9th September, 1907. [818]

PUBLIC AUCTION.
THE Undersigned have received instructions from H. M.'s Naval Store Officer, to sell by
PUBLIC AUCTION,
THURSDAY,
the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,
The following:—
Single Screw Steam Tug
"SOLENT."
Length over all 100 ft.
Breadth 24 ft.
Load displacement 150 tons.
Built by Cox & Co., Falmouth, 1885.
Propelling Machinery—one set of surface condensing compound engines.
Fitted with steel capstan and winch, crane derrick and steam training engines.
3 bladed gun-metal propeller, &c., &c.
This vessel to be sold as the now lies in the Naval Yard Camber.
The Admiralty will not be responsible for any errors in the foregoing description.
The vessel will be open to inspection for seven days before date of sale between 9 A.M. and noon (Saturday and Sunday excepted).
Inspecting orders can be obtained from the Auctioneers.
TERMS:—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd August, 1907. [773]

PUBLIC WORKS DEPARTMENT.
PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY,** the 16th day of September, 1907, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of **CROWN LAND,** at Shaikwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a **CROWN RENT** to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years:
PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Contn. in Square feet	Annual Rent	Upset Price
1	Shaikwan Island	feet feet feet feet			
2	Shaikwan Island	feet feet feet feet			
3	Shaikwan Island	feet feet feet feet			
4	Shaikwan Island	feet feet feet feet			
5	Shaikwan Island	feet feet feet feet			
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7	Shaikwan Island	feet feet feet feet			
8	Shaikwan Island	feet feet feet feet			
9	Shaikwan Island	feet feet feet feet			
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99	Shaikwan Island	feet feet feet feet			
100	Shaikwan Island	feet feet feet feet			

BY ORDER OF THE MORTGAGEES.
MESSRS. HUGHES & HOUGH have received instructions to sell by
PUBLIC AUCTION,
on
WEDNESDAY,
the 26th day of September, 1907, at 3 P.M., at their Sales Rooms, 8, Des Voeux Road Central.
THE FOLLOWING VALUABLE LEASEHOLD PROPERTY IN ONE LOT.
ALL THAT Piece or Parcel of Ground registered in the Land Office as THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 10A TOGETHER with the three messuages and premises thereon known as Nos. 27, 29 and 31 Des Voeux Road Central. Annual Crown Rent \$57.04. Area 3,514 11/12 square feet.
Particulars and Conditions of Sale can be obtained of
Messrs. EWENS & HARSTON, Vendors' Solicitors,
or
Messrs. HUGHES & HOUGH, The Auctioneers.
Hongkong, 7th September, 1907. [814]

FOR SALE.
TO BE SOLD
FOR the purpose of being broken up, the steamer "IRONDE" now on view at Saigon till the 15th October.
For particulars please apply to the VES- SAGERIES MARITIMES OFFICE in Hongkong.
Hongkong, 4th September, 1907. [805]

IRISH TERRIERS.
FOUR PUPS (male), Thorough-Bred, 6 weeks old. For sale. Prices moderate. Apply to—
C. A.,
C/o Hongkong Telegraph.
Hongkong, 30th August, 1907. [790]

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, DAQUILAR STREET,
HONGKONG.
Hongkong, 3rd September, 1907. [800]

FOR SALE.
THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
on
THURSDAY,
the 12th September, 1907, commencing at 11 a.m., at the Naval Yard,
The following:—
Single Screw Steam Tug
"SOLENT."
Length over all 100 ft.
Breadth 24 ft.
Load displacement 150 tons.
Built by Cox & Co., Falmouth, 1885.
Propelling Machinery—one set of surface condensing compound engines.
Fitted with steel capstan and winch, crane derrick and steam training engines.
3 bladed gun-metal propeller, &c., &c.
This vessel to be sold as the now lies in the Naval Yard Camber.
The Admiralty will not be responsible for any errors in the foregoing description.
The vessel will be open to inspection for seven days before date of sale between 9 A.M. and noon (Saturday and Sunday excepted).
Inspecting orders can be obtained from the Auctioneers.
TERMS:—Cash before delivery; 25% of the purchase money to be paid on the fall of the hammer, balance and the clearance to be effected within 7 days after date of sale.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 23rd August, 1907. [773]

LEE YEE
HAIR DRESSING SALOON.
HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE.
12, DAQUILAR STREET,
HONGKONG.
Hongkong, 3rd September, 1907. [800]

Public Companies.

THE HONGKONG HOTEL COMPANY, LIMITED.
NOTICE.
THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel, on SATURDAY, the 14th September, 1907, at 12.30 P.M., for the purpose of receiving the Statement of Accounts of the Company for the 30th June, 1907, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 14th September, both days inclusive.
By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, 9th September, 1907. [817]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 28th September, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts to the 30th June, 1907.
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 28th September, both days inclusive.
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 7th September, 1907. [815]

Notice of Firm
BANCO NACIONAL ULTRAMARINO.
THE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to Messrs. ARRATON V. APCAR & Co., in the place and stead of Messrs. ROZARIO & Co.
O Gerente da Agencia
DO BANCO NACIONAL ULTRAMARINO;
JOAQUIM L. C. GOMES.
Dated 21st August, 1907. [756]

For Sale.
GREEN ISLAND CEMENT COMPANY, LIMITED.
PORTLAND CEMENT.
In Casks of 375 lbs. net \$4.50 per Cask ex Factory
In Bags of 250 lbs. net \$2.70 per Bag ex Factory.
SEWAN, TOMES & Co.,
General Managers.
Hongkong, 2nd October, 1906. [148]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COIL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION REI HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.
Hongkong, 7th March, 1907. [154]

HUMBER CYCLES.
THE BEST IN THE WORLD.

Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.
AND
H.R.H. PRINCE OF WALES.
WITH THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.
From \$120 to \$150 each.
GUARANTEE FOR 3 YEARS.
WILL CLIMB ANY HILL ON THE LOW GEAR.
Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."
DRAGON CYCLE DEPOT,
AGENTS,
11, DAQUILAR STREET and KOWLOON.
Hongkong, 19th July, 1907. [167]

THE HONGKONG HOTEL COMPANY, LIMITED.

ANGLO-CHINESE NEGOTIATIONS.
During a long interview the other day Sir J. Jordan, the British Minister, told the President of the Wai Wo-pu that the British Government proposed to reduce the quantity of opium which was being exported to China from India.

According to the average for the years 1901-1905 inclusive the opium export from India to this country amounted to 76,000 chests per annum, and the British Government would now agree to reduce this quantity by 5,000 chests per annum in the years 1906-1910 inclusive. Then, if the Chinese Government undertook to reduce the production of opium in China in 1906-1910, the British Government would continue to reduce the export from India by 5,000 chests every year.

With regard to imports from Turkey and Persia the Chinese Government may prohibit that trade itself.
The Chinese Government will be allowed to send a special Commissioner to Calcutta, to investigate the packing, sales, by auction and methods of export of opium in order to find the exact amount of the drug leaving India for China. Calcutta is the principal port in India for the opium trade. It would be a good place for the Commissioner to go to in order to investigate.

The Wai Wo-pu informed Sir John that the Chinese Government intended to levy a tax on all opium, both Indian and Chinese, at the rate of Tls. 225 per chest. The Board also pointed out the difference in strength, in favour of the Indian drug, between the two varieties.
The British Minister then said that the British Government would agree to instruct the British authorities at the various ports to close all the opium dens in the British Settlements on condition that the Chinese Government took effective measures to limit the quantity of opium prepared at the shops, because if this were not done it would result simply in the conversion of the existing opium dens into opium preparing shops, which would be very displeasing to the British Government.

We are informed on good authority that H.E. Jui Shin-yu, the Shanghai Taotai, has despatched an able and competent magistrate, accompanied by a number of reliable runners, to the villages around Shanghai for the purpose of investigating whether there are any opium dens which have not yet closed in obedience to the proclamations, and if any such establishments are found, the owners and frequenters of them will be severely punished.—*Shanghai Times.*

FOREIGN MERCHANTS IN JAPAN.

A JAPANESE VIEW.
Referring to the situation of foreign merchants in Japan, the *Osaka Mainichi* observes that the success of Japan in the Japan-China war gave a strong impetus to the development of direct trade by Japanese merchants both in export and import, the extension of the national power of Japan abroad having paved the way for facilities of exchange with foreign markets for Japanese merchants. Before the war foreign merchants in Japan had exercised absolute control of the foreign trade of this country, and the Mitsui Company was the only Japanese mercantile firm able to compete with foreign merchants. The result of the direct trade by the Japanese proved more satisfactory than was expected, especially in the import trade. The buyers of foreign goods found it more convenient to give their orders to the Japanese than to buy from foreign middlemen and consequently they began to give preference to the Japanese, and the attention of foreign middlemen was aroused by the change. During the decade following the Japan-China war, the business capacity of the middle classes of Japanese merchants notably increased, and made great encroachments into the business of foreign middlemen, and their footing was much strengthened.

The Russo-Japanese war has again largely increased confidence abroad in Japanese merchants, applications for samples or for opening direct business being continually received from abroad. This has, as the *Mainichi* says, greatly facilitated the growth of direct business, and the position of the Japanese merchants has become even more favourable, while that of the foreign middlemen has grown more unfavourable in proportion.

O. the outbreak of the financial panic early this year, many Japanese merchants were unable to take delivery of goods contracted for from foreign firms, and this awakened the foreign merchants to the fact that they were unable successfully to compete with the Japanese in import business on account of their closer relations with buyers and the better mutual understanding which existed. Moreover, the Japanese are content with smaller profits, and this has placed foreign merchants in a more trying position in business. Thus, the only field left for foreigners is the export business. In this field they have to face strong competition, like the Mitsui Bussan, and cannot have things all their way. Cotton yarn one of the principal export commodities of Kobe, continues very firm in the market, and copper is the business of financial magnates such as the Mitsui Bishi, Sumitomo, Furukawa and Fajita. It is impossible for foreign merchants to cut down the price of such a commodity as this, so they have been forced to set their hands on marine produce, porcelain, matting, rice and tea. The only foreign firms that still maintain their power are those holding agencies for machinery and other special lines of import goods, and the agents of shipping companies.
The conclusion, the *Mainichi* cites the resolution lately adopted by the Yokohama dealers in *sagami* (raw silk) to dispense with the assistance of foreign firms in exporting their silk, which would in future be shipped through the Mitsui Bussan and the Doi-ho Kaisha, and our contemporary concludes that this event is a mark of increased confidence abroad in Japanese merchants. The *Osaka Journal* adds that if the Japanese merchants advance with the aid of practical and honest methods, it will not be difficult for them to get into their hands the whole of the foreign trade of the country.

Intimations.

A SILENT SAVING.
It is a common but silly opinion prevailing among a certain class of people that the worse a remedy (salts, amells, or barks, the more efficacious it is. So, says a well-known English physician, the further the patient is from the source of the disease, the more efficacious the remedy. For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness. This was written years ago; the work of civilising and redeeming it however has since been triumphantly accomplished, and as a leading ingredient in the remedy called

WANTON'S PREPARATION
the oil retains all its wonderful curative properties with no bad smell or taste whatever. It is palatable as honey, and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry, creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. C. Shannon, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

A GRAND PROMENADE CONCERT,
will be held on the
VOLUNTEER PARADE GROUND,
on
SATURDAY,
the 4th instant, at 9.15 P.M.
Tickets, 5s and 2s, can be obtained from Messrs. KELLY & WALSH, and from VOLUNTEER HEAD QUARTERS.
Hongkong, 4th September, 1907. [802]

COLONIAL SECRETARY'S DEPARTMENT.
IT is hereby notified that information has been received from the Military Authorities that FIELD FIRING will be carried out daily from MONDAY, the 9th instant, until FRIDAY, the 13th instant, inclusive, commencing at 7.30 A.M. and finishing at noon, from the South-West slope of Victoria Peak below Mountain Lodge in a westerly direction towards the East slope of High West.

F. H. MAY,
Colonial Secretary.
Hongkong, 2nd September, 1907. [181]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LD.
(CAPITAL PAID UP \$1,000,000.)
Undertakes and Executes
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c., &c.,
SEWAN, TOMES & Co.,
General Managers.
Hongkong, 22nd May, 1907. [575]

MR. E. E. SMITH
WITH CHARLES C. MCKEE,
Representative in Orient,
Operating with HUTCHINSON & Co.,
HAS ARRIVED IN HONGKONG,
Staying at Connaught Hotel.
Knitting Machinery, and All Knitting Mill Accessories,
Cotton and Woollen Machinery,
Sewing Machinery, and Kindred Specialties,
Rice and Flour Mill Machinery,
Paper Makers' Machinery,
General Machinery, and Specialties.
Hongkong, 4th September, 1907. [304]

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK-DAYS.
7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.
8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS as on Week-Days.
SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 4th June, 1907. [59]

Hotel.

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
LADIES' AFTERNOON TEA ROOMS.
PRIVATE BAR and BILLIARD ROOMS.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
ELECTRIC PASSENGER ELEVATOR to each floor.
TABLE D'HOES at separate tables.
For Terms, &c., apply to the

Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

WATSON'S
HOUSEHOLD
AMMONIA.

An Elegant Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.

An Efficacious Remedy,
GIVES INSTANT RELIEF.

PURE CARBOLIC
SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of
Pure Carbolic Acid.

FRAGRANT TOOTH
WASH.

Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.

A. S. WATSON & CO.,
LIMITED,

CHEMISTS, DRUGGISTS AND
PERFUMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

BIRTHS.

On August 30, 1907, at Tsinanfu, to Prof.
and Mrs. R. A. GODDELL, a son.

On September 4, 1907, at Shanghai, to Mr.
and Mrs. F. LARGE, a son.

DEATHS.

HELENE ANTONIE, daughter of Dr. Karl
Justi, 3 a.m. 10 months old, 3, Robinson
Road.

On September 3, 1907, at Alameda, California,
FREDERICK GODDEN of Uden Bros.,
Shanghai.

On September 4, 1907, at Hankow, W. J.
WIGLESWORTH, Chartered Bank of India,
Australia and China, aged 36 years.

On September 5, 1907, at Shanghai, JOHN
ALEXANDER STEWART, aged 67 years.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPTEMBER 10, 1907.

BLUE RIBBON OF THE ATLANTIC

In the maiden trip of the new Cunard liner, the *s.s. Lusitania*, is seen the largest and the fastest boat afloat—the greatest ship, in fact, in the world speeding across the Atlantic. Until comparatively lately the largest and almost the fastest vessel to cross the Atlantic was the White Star Company's *Oceanic* of 18,000 tons. But the *Lusitania*, whose departure from English shores the other day, Reuter informs us, was attended by such extraordinary enthusiasm, is nearly twice the size of the *Oceanic*; for she is 33,000 tons and has the following dimensions—length 790 feet, breadth 88 feet, depth 60 feet, and draught 37 feet. This mammoth ship is arranged to carry 340 first-class, 460 second-class, and 1,200 third-class passengers, and 827 members of the crew. Every berth on board the world's biggest ship was already engaged a month ago. According to recent home papers a good deal of interest is being taken in America in the British and German struggle for the blue ribbon of the Atlantic. The fastest ship in actual service is the *Kaiser Wilhelm II.*, and she usually crosses the Atlantic in six days. The turbine Cunarder *Lusitania*, which started on her maiden trip from the Mersey, on Saturday, is expected to reach New York within five days. The North German Lloyd, anticipating the kudos which Great Britain is likely to receive from such a record, has built the *Kron Princess Cecilie*, which sailed from Cherbourg last month. The Germans contend that the turbines are not proving such a success as was originally claimed. The *Kron Princess Cecilie*, accordingly, is fitted with reciprocating engines. She was expected to reach New York on the 8th ult., but a wireless message from Sable Island received in New York that day stated that she could not reach the harbour before

two o'clock the following afternoon. The *Lusitania* and *Lusitania* both left Liverpool on 7th Sept. The former holds the record of 5 days 8 hours from Queenstown to Sandy Hook. The race is likely to prove the most exciting ocean contest for many years. The agents of the Cunard Company in New York stated that they would not be satisfied unless the *Lusitania* wins by a margin of 20 hours.

LOCAL AND GENERAL.

THE English mail of the 10th August was delivered in London on the 9th instant.

THE Chinese coolies who were attempting to land at Kobe were sent back to Tairen on 5th inst.

MR. O'Brien, American Ambassador to Tokio, will sail with Mr. Taft from Seattle on the 10th instant.

STATION leave of absence has been granted to Lieutenant A. B. Ogle, Royal Engineers, from 12th to 16th September.

FOUR U.S. battleships have entered the League Island dockyards for a preliminary overhauling before starting on the Pacific voyage.

OFFICIAL returns to 4th inst. of destruction wrought by the floods in Japan give the number of deaths as 348. Seventy persons have been injured, and 173 are reported missing.

THE new Treaty has been published, signed between the Japanese Department of Communications and the Hongkong Post Office Bureau, relating to the accelerated parcels post.

THE U.S. battleship *St. Louis*, forerunner of the Atlantic fleet, has arrived at San Francisco, having come by way of the Straits of Magellan. Her crew is represented as declaring that the cruise was accomplished without any difficulty.

VICEROY Yuan Shih-kai has issued an order to the Maritime Customs that all luggage of officials who travel officially, or other goods of officials, shall be duly examined in the same way as those of private persons, so as to check all smuggling.

RETURN of visitors to the City Hall Library and Museum for the week ending the 8th September, 1907:—

	Library.	Museum.
Non-Chinese.....	369	191
Chinese.....	143	2,129
Total.....	512	2,320

CHARLES DEAN and William Riley, seamen, *s.s. Indravelli*, who were arrested some weeks ago for stabbing Mr. G. G. Thorne, the third officer of the ship, under circumstances already recorded in these columns, were convicted at the Police Court, to-day. Mr. Hazeland sentenced Dean to four months' hard labour and Riley to six weeks' imprisonment.

THE many friends of Mr. W. J. WIGLESWORTH, who was for some years in the Chartered Bank in Shanghai, will be deeply grieved to hear of his death at Hankow, at the early age of twenty-six. Few of the younger members of the community enjoyed greater popularity than Mr. WIGLESWORTH during his stay in Shanghai. He was a member of the Light Horse, and of the Victoria Fire Company, and he was much missed when in the course of business he was transferred to the Bank's branch at Hankow.

A FRENCH company which manufactures Portland cement at Haiphong, in Tonkin, has got on so well that it now finds itself in a position to export the article to China, Siam, the Philippines, Japan, and Siberia. But its chances of earning profit there against formidable trade rivals in the field are small, owing to cement being burdened with an export duty of two per cent. in Indo-China. The Minister for the Colonies has been asked to remit the duty, to enable the company to make headway in foreign markets.

FUNG IP YAU, a fisherman, of fishing boat 2180 H, got into the toils last night. He was caught fishing with dynamite in Tung Chung Bay, by Policeman Berrie, who happened to be going past in a dinghy at the time. The junk was searched and a quantity of dynamite, detonators and fuses was found concealed in the after part of the craft. Fung Ip Yau was arrested. He appeared before Mr. F. A. Hazeland, this morning, at the Police Court, charged with being in possession of the explosives without police permission. A fine of \$25, or six weeks' imprisonment, was imposed.

SIX more or less intoxicated Indians—one of whom was a gaul guard and another a watchman employed at the French Consulate—were locked up at No. 2 Police Station last evening, charged with fighting and creating a disturbance at the Sikh Temple, Morrison Hill Gap, yesterday. Matab Singh, the priest, was the complainant. The accused were charged before Mr. C. A. D. Melbourne, this morning, at the Police, when evidence to the effect that the accused were engaged in a general mix-up outside the temple was heard. His Worship fined each man \$2, cautioned them, and bound them over in the sum of \$100 each to be of good behaviour for six months.

SOME time ago, under orders of Viceroys Chang Chi-tung, the Customs Taitai Shang-pao made an agreement with the Japanese Consul-General at Hankow about the extension of the Japanese Concession at that Treaty Port. Now Viceroys Chang has sent in a memorial impugning Viceroys Chang for making the said agreement without the reference to, or the knowledge of, the Waiwups. As a certain part of the agreement concerns the sovereign rights of China the memorialist requests that it be cancelled, lest other Powers regard it as a precedent for their future dealings with China. A copy of the memorial has been sent to H.E. Chang for his perusal and answer.—N. C. D. News.

THE YUMCHOW RIOTS.

ORIGIN OF THE DISTURBANCE.

REINFORCEMENTS FOR PAKHOI.

[From Our Own Correspondent.]

Canton, 9th September.

Further despatches, by telegram, have been received from the district of Fong Shing in connection with the recent disturbance there. It is reported that the rising had its origin in the mutiny of a band of soldiers, who were joined by a number of bandits. The confederacy then proceeded to attack the city of Yumchow, but were repulsed. Magistrate Sung, the members of his family, and some of the secretaries attached to the official yamen were, as reported by telegram on Saturday, killed.

The new Admiral of Kwangtung, Chuai Ping-chik, has returned to Canton from Boca Tigris to confer with the Provincial Authorities and complete arrangements for despatching more troops to the scene of the disturbance.

Accompanying Brigadier-General Li Chun on the chartered transport *Chi-yun*, en route to Pakhoi is ex-pat Magistrate Li Tak-ming, who has been appointed successor to the late Magistrate Sung of Fong Shing.

Yesterday further reinforcements, with commissariat, were urgently despatched to Yumchow.

Upon receiving the first news of the outbreak at Yumchow, the Acting Viceroys communicated the report by telegram to Peking.

Telegraphic instructions have since been received from the capital directing H.E. Wu to take all necessary measures at once to put down the embryonic rising effectively. At the same time Viceroys-designate Chang is reported to have been instructed by cable to proceed South, without delay, in order to co-operate in the measures already initiated to suppress the rioters.

Commodore Yau Po-yun, has started from Sha Kok on the gunboat *Tai Po* with troops on board, bound for Pakhoi.

THE FRENCH SIKH MURDER.

TRIAL OPENED.

At the Magistracy, this afternoon, the trial of the four men—Kwok Chiu, alias Iai Kwan, of 45, Hill Road, Yau-mai, Teo On, Ho Hang and Hung Kau, of 300, Des Vaux Road West—for the murder of Lum Choi, a carpenter, residing at 258, Des Vaux Road, on the 27th ultimo, was opened before Mr. F. A. Hazeland, first police magistrate.

Inspector Collett, of No. 7, Police Station, conducted the case for the police; Sergeant Fenton, who was in charge of the Western district at the time of the murder, watched the proceedings. Mr. Crowther-Smith, who was retained for the defence of one of the accused, withdrew from the case.

His Worship—What happened in this case?

Inspector Collett—I would ask for the discharge of the third and fourth defendants.

His Worship—Are you going to call them as witnesses?

Inspector Collett—Yes, your Worship. Ho Hang and Hung Kau were accordingly discharged.

Frank Browne, Government Analyst, was the first witness for the prosecution. He said that on the morning of the 27th August he received a jacket from the police and found it to be blood-stained. On the following day he examined a knife, received from Sergeant Gordon. Witness examined it and found it quite clean.

Inspector Collett—Can you tell if the knife had been cleaned?

Witness—The knife appeared to have been recently cleaned and scoured.

Witness, continuing, said that he received two bottles containing liquid. Witness examined the liquid, but found no blood in it.

His Worship—Why this question?

Inspector Collett—I thought, your Worship, that the water in those bottles had been used to clean the knife.

Dr. C. M. Heanley, officer in charge of the public mortuary, next took the stand. On the 28th August, he said, he examined the dead body of a Chinaman, about thirty years of age, named Lum Choi. There were seven wounds on the body. One measured 1½ inches in length over the centre of the right collar-bone. The wound went downwards and backwards for 4½ inches. This wound cut the sub-clavian artery. There were four other wounds in the back, situated about the centre of the back. One of these wounds was 4½ inches long on the skin. It passed horizontally forwards, cutting through the seventh rib, and wounding the root of the left lung. Death, in witness's opinion, was due to hemorrhage and asphyxia, caused by the wounds in the back.

Here witness was handed the knife. Asked if he thought that knife could have caused any of the wounds, he replied in the negative.

Inspector Collett—Did the doctor find any bruises on the body?

Witness—No.

H. E. Goldsmith, assistant engineer, P. W. D., produced a plan of French Street, showing the spot where the murder took place. This spot was marked Z.

Inspector Collett outlined the particulars of the case briefly. The deceased, he said, belonged to the Kwong On Club, the accused to the Kwong Chung Sun. A difference arose between the two clubs and a fight was arranged. On the night of the murder both sides met in Des Vaux Road West, near Water Street, and clashed. The fight was transferred to French Street, where the parties drew knives and in the melee deceased met his death.

The case was further postponed.

Wu (N. C. D. News) regret to record the death from dysentery, on the 9th inst., of Mr. J. A. Stewart, in his 65th year. Mr. Stewart was born in Shanghai between thirty and forty years and was a much respected member of the community.

THE RIGHTS OF A CONSIGNEE.

A DISPUTE OVER DAMAGED FLOUR.

At the Supreme Court, this morning, in Summary Jurisdiction, his Honour Mr. A. G. Wise, Paines Judge, gave his decision in the action brought by Messrs. Dang Chee and Company against the owners of the Australian liner *Alidenham*.

On a recent voyage from Australia the *Alidenham* brought, among other cargo, about 850 bags of flour consigned to Messrs. Dang Chee and Company, and the majority of it was taken delivery of shortly after the vessel's arrival. 51 bags were found to have been damaged, and the consignees refused to take delivery of them. Correspondence was entered into between Messrs. Gibb, Livingston and Company (agents for the E. and A. line), and finally the consignees took delivery of the flour after a survey had been made, at which Mr. G. P. Lammert represented the consignees and Mr. Douglas represented the ship. Three bags of flour were found apparently in good order and Messrs. Dang Chee accepted these, and amended their claim to 48 bags. These 48 were sold by auction by Mr. G. P. Lammert and the consignees sued the owners of the ship for \$703, difference between the price for which the rest of the flour was sold and that realized by auction.

Mr. Goldring, who represented the plaintiffs, said his clients brought the action on principle—the principle was that on the facts set forth in the shipper's bill of lading they should be liable for the damage to the flour. The goods were damaged through the negligence of the shipowner and this was the first occasion when the shipping company had refused to make good the loss sustained. The flour bags had been broken and re-sewn. There was an Act passed by the Commonwealth of Australia which rendered null and void the clauses which were usually inserted in bills of lading for the protection of the shipowner. The ordinary bill of lading relieved the shipowner from all liability.

The Paines Judge—It will in time.

Mr. Goldring, proceeding, pointed out that the Commonwealth had taken what seemed to be a reasonable step by passing this Act, which cancelled the protecting clauses. He argued that the Act was applicable in the present case as the bill of lading was issued in Australia and the law which governed a case of this nature was that in force at the place where the contract was made, and that was in New South Wales.

Mr. Dang Chee gave evidence corroborating the facts as put forth by Mr. Goldring. He said that he had never read a bill of lading and did not consider the clauses on it was binding in face of the Commonwealth Act Mr. Goldring referred to.

Mr. H. G. C. Bailey, who appeared for the defendants, argued that the Act did not take away the protection afforded the shipowner by the clauses in the bill of lading. If it did, what was the use of a bill of lading? The cargo of flour was accepted subject to the clauses mentioned and the bursting of bags was expressly referred to. Plaintiffs had to prove that the flour was in good condition when shipped, that the damage was due to the negligence of the shipowner and that the actual loss was sustained.

Judgment was given for defendants with costs. No negligence was proved.

SERVANTS IN TROUBLE.

CONVICTED AT THE POLICE COURT.

Mrs. Maria F. Neves, who resides with her family at the Cosmopolitan Dock, prosecuted her amah—Chan Kwan—and the house coolie—Chan Fok—at the Police Court, this morning, before Mr. C. A. D. Melbourne. The amah was charged with disobeying lawful orders and assaulting complainant, while the house coolie had a charge of "using abusive language" to answer. Prosecutrix stated that yesterday afternoon she gave orders to the amah to take her child down to the lawn. A game of tennis was then in progress. The amah refused to obey the order and when asked her reasons said she was "not going to be ordered about by complainant or her children." By this time the amah was in a great rage and, seizing Mrs. Neves by the shoulder, she shook her and flung her on to a bed. Here the house coolie interfered. Holding a bowl of rice in his hand, he approached complainant and, raising his fist on a level with her nose, threatened "to punch the lady if she did anything to the amah." The disturbance continued until the arrival of the police when the pair were locked up at Sam-shui-poo Station.

The amah said she was a washerwoman and was not supposed to look after children. She did nothing to her mistress, but being an amah she could be chastised. Asked if she had any witnesses, the amah replied that "they were in the interior." The coolie did not know why he was arrested. He was only acting as "peace-maker."

His Worship fined the amah \$5 and the coolie \$2.

A TOKIO message of the 6th inst. to the N. C. D. News says:—The story most recently circulated of the Japanese occupation of Palau (Prata?) Island as a naval basis, that it is a threat to the security of the Philippines, is contradicted at Washington, where it is stated that the United States are neither concerned with, nor will dispute the ownership of the island.

THE following left this Command on the 7th instant, per *s.s. Marmora*—Royal Garrison Artillery: Lieut. E. Cumming, for Quetta, on posting to No. 59 Coy., R.G.A. One N.C.O. and five children, for England, invalided. Army Ordnance Corps and Department: Captain C. F. G. Low, for Singapore, on posting for duty. One warrant officer, for England, invalided. Foreman: Harrie, for England, on completion of tour of duty.

CANTON DAY BY DAY.

THE POLICE FORCE.

[From Our Own Correspondent.]

Canton, 9th September.

Yesterday all the district police stations established in the different quarters of the city were abolished, in accordance with the new regulations recently promulgated by the Acting Provincial Judge, who is at present doing a great deal in reforming the police system of the province. All officials and wai-yuns in connection with these stations have been discharged. The only exception is the Honam Station, which will remain as before.

OPIUM MONOPOLY.

The opium farm monopolists of Canton and Honam who tendered \$21,000 royalty annually for the monopoly of opium selling have petitioned the Viceroys for a reduction of the amount owing to the slackness of business, through the enforcement of the Imperial Anti-Opium Regulations. H.E. the Acting Viceroys, so as to avoid further annoyance, has instructed the Shan Hou Chu to take over the opium monopoly from the present farmers. It is reported that at present there are about four hundred opium-selling establishments in Honam and in the city of Canton, and these have been ordered to pay their monthly fees to the Shan Hou Chu after the end of the seventh moon.

THE NEW VICEROY.

H. E. Chang Jen-chun, the new Viceroys, arrived at Shanghai last Saturday morning, and will leave for the South in a few days' time.

RAILWAY CO.'S MEETING.

A meeting was held yesterday at the offices of the Canton-Hankow Railway Company for the election of members of the committee of the Company for the ensuing year. There were present several hundred shareholders, and the Acting Provincial Judge, Kung, the Kwangchow Prefect, Chan, the two district magistrates of Nambui and Panyu and other officials were also present. It was the opinion of a section of shareholders that all the members of the present committee should be changed for the ensuing year, whilst that of another party maintains that one-third of the present should be retained in their posts; but instructions have been received from the Ministry of Communications and Posts that two-thirds of the members should remain. At the meeting some heated debate took place among those present as to the question, and the Provincial Judge was obliged to issue orders to at once suppress the threatened disorders. The Judge ordered that the instructions of the Ministry should be observed and obeyed as to the number of committeemen to be selected on the board, and finally the ballot was taken just about twelve noon. Twenty shareholders were elected and those coming out on top of the poll will be taken on when the number to be changed has been decided upon. The committee at present consists of thirteen members, of whom one is to be nominated by the Hongkong shareholders, and another by Shanghai shareholders, so that there will be eleven members to be elected at Canton. There are at present nine members actually on the board, and according to the Ministry's instructions six of them, being two-thirds of the number, are to remain in office for the coming year.

FRANCE AND THE ANTI-OPIMUM MOVEMENT.

Yesterday forenoon the French Consul-General, accompanied by a distinguished French visitor, and an interpreter, paid a visit to the Central Anti-Opium Association's headquarters. They were received courteously by the committee of the association. The visitors inquired minutely into the management of the association and the means, etc. adopted in the Refuge in connection with the association for the treatment of opium-smoking patients. In response, the committee of the association requested the Consul on behalf of the Chinese to ask his home Government to assist them in their work, and to take steps to enforce the anti-opium regulations for the Chinese people of Annam and to stop the Chinese residents there from indulging in the drug. The Consul remarked that his own Government and his nationals were pleased to see the Chinese in earnest to get rid of the evil drug, and that his Government will do their best to aid them. The same visitors will pay a visit to the hospital in connection with the association for the treatment of opium-smokers to-morrow morning.

COPPER COINS.

Although the minting of copper coins in the Canton Mint has already been suspended the daily output during the past year was too large, so that at present there is still a large accumulation of these coins remaining in the mint. H.E. the Acting Viceroys has forwarded a despatch to the Central Government requesting authority for the copper coins of the Canton Mint to be exported to other provinces for circulation and to remove the prohibition on their export. A reply has been received from Peking refusing the request, as there are provincial mints already established in the different provinces throughout the empire, so that the issue of the Canton Mint could only be put in circulation within the province of Kwangtung itself.

ACTING VICEROY WU.

H.E. Acting Viceroys Wu has sent a memorial to the Throne requesting an audience in accordance with the usual custom after three or more years' service in a high position. It is reported that H.E. will proceed North when the new Viceroys arrive here.

THE NEW "MALOO."

The building of the new *maloo* from the Eastern Gate of the city to Latong has now been completed and horse carriages have, for the first time, been put on the road to-day.

KEROSENE FRAUDS.

Several persons have lately been imposed upon by persons who deliver at their premises kerosene tins properly soldered and filled with water and purported to contain kerosene oil. Last Saturday, a firm in Shap Tsai Po was similarly treated, but the owner of the firm becoming suspicious sent for the police, who arrested the thief.

Telegram.

"HONGKONG TELEGRAPH" SERVICE.

CONFLAGRATION IN CANTON.

KEROSENE STORES BURNING.

PROBABLE HEAVY LOSS.

[From Our Own Correspondent.]

Shameen, 10th Sept.,

4.40 p.m.

A big fire is raging in Tung Hing Street, in the native quarter of the City.

The large kerosene stores have caught fire and are burning fiercely.

From the present outlook it is expected that the loss involved will be a heavy one.

FARWELL DINNER.

PLEASANT GATHERING AT THE HONGKONG HOTEL.

A pleasant gathering took place last evening at the Hongkong Hotel when Messrs. Thwaites, Hedger and Palmer, of the Royal Naval Yard, who are leaving shortly for the Homeland, entertained a few friends to dinner. Amongst those present were Messrs. Blower, W. Pope, H. Quick, Reer, H. A. Morris, J. Polley, Thompson, Salter, Kelly, Percy Adams, Flood, Wright, and Chawky.

The toast of the evening was proposed by Mr. Kelly who referred to the gap that would be caused in their circle by the departure of their hosts. He wished them *bon voyage*, a safe return to the old country and a happy reunion with all their old friends.

Messrs. Thwaites, Hedger and Palmer suitably responded.

After dinner the remainder of the evening was spent in pleasant intercourse and harmony, terminating with the King and Auld Lang Syne. Pleasure was expressed at the creditable manner in which the hotel manager, Mr. Davis, catered for all wants.

THE SEASON'S FIRST RACE GRIFFINS.

The first griffin sale of the season took place at the Dallas Horse Repository yesterday, says the N. C. D. News of 7th inst. when twenty-four ponies were sold. They were a very superior lot, brought down by a dealer well-known for the good quality of his stock. A large number of buyers were present and the bidding was brisk, though the prices represented the present market rather than the value of the ponies. The sale opened with the offer of a nice grey, which was sold for \$15, 55, though later on inferior ponies were disposed of for much better prices. Six lots were knocked down without getting above \$15, 100 and then a very strong bay took the eyes of the bidders and ran to \$15, 145, at which figure it was purchased by Mr. Sinnecker. The next one was a very nice clear-limbed grey which won popular favour and realized \$15, 265. Mr. G. H. Potts was the purchaser. A likely looking iron grey, was knocked down to Mr. G. Mooser for \$15, 255 and the prices then rose gradually as the best animals appeared until No. 14, a very showy grey that should be heard of in the future, was secured by Mr. G. Counts for \$15, 300.

A spotted animal, with a clean deep shoulder and good points, rose steadily and was followed keenly in the bidding by several buyers until \$15, 205 was reached. Eventually Mr. G. Sinnecker bought it for \$15, 230. It showed good points for pace. Two very good animals were reserved for the last; No. 23, a dark iron grey, with good quarters, and a kind head, rose quickly to \$15, 247 and was secured by Mr. R. E. Toeg; it was one of the best bargains of the day. The last on offer was a chestnut, which grew in favour as the bidding progressed until at \$15, 370 the hammer fell to the bid of Mr. G. Mooser.

The average for the lot was \$15, 163, which was considered a fair result, considering ruling prices. A lot of twenty more will be sold by the same company this afternoon.

THE ROYAL HONGKONG GOLF CLUB.

The monthly competitions for the Captain's Cup and May Cup were held at Happy Valley from the 7th to 9th September, 1907. The following cards were handed in:—

CAPTAIN'S CUP.
Mr. T. S. Forrest 78 + 2 = 80
Mr. E. F. Mackay 90 - 5 = 85
(12 entries).

Telegrams.

[Reuters.]

The Anglo-American Arctic Expedition.

London, 8th September.—An Evening News telegram received from Alaska announces that Capt. Mikkelsen returned safely on the 5th inst.

British Trade.

Exports in August £37,355,044. Imports £49,996,585.
The principal increases include £500,000 in cotton.

Morocco.

Reuters' correspondent in Casablanca says, certain tribes have asked for a suspension of hostilities, with a view of negotiating peace.
General Crude has given them until the 8th September to surrender.
It is believed that the tribes merely want to gain time.

Later.

The New Cunarder.

The departure of the new turbine Cunarder *Lusitania* developed quite a patriotic demonstration. One hundred thousand people lined the banks of the Mersey.

The *Lusitania* is the largest ship in the world and steams 25½ knots.
It is confidently expected that she will regain British supremacy for speed.

At Tuskar Rock Light the *Lusitania* was already leading the *Lucania*, which left the Mersey 24 hours ahead.

The Palma Shooting Trophy.

The Palma trophy has been won by America with a score of 1,712; Canada, made 1,671; Australia 1,653; and Great Britain 1,584.
The previous best record is 1,570.

THE HAKODATE FIRE.

HEAVY LOSS OF INSURANCE COMPANIES.

According to Japanese contemporaries, the total loss of fire insurance companies in the Hakodate fire is estimated at about ¥8,000,000. The principal companies concerned are the Osaka, Tokyo, Nippon, Kyodo, Yokohama, Meiji, Naisai and Nishu offices.

The risks covered in Hakodate by the Naisai Company are given at about ¥200,000; the Nishu ¥400,000; the Kyodo ¥100,000; the Meiji ¥600,000; the Yokohama ¥600,000; the Osaka ¥300,000 and the Kyodo ¥300,000. Besides these each company has special contracts for large sums. The Nippon succeeding to the contracts of the late Sake Breweries Insurance Company the loss is said to be increased to about ¥500,000, and that of the Tokyo to a similar sum, making a total of about ¥10,000,000. The total loss of the companies is estimated at 80 per cent. of the policy value.

An Otaru message states that 50 koku of rice, 300 mosquito nets, 20 night covers, 10,000 shirts and 500 Japanese summer garments have been sent from Otaru or the relief of the sufferers from the fire in Hakodate. The Mayor of Otaru, fearing that the price of commodities might be advanced by the fire, has issued instructions advising dealers in timber and other necessities to be careful not to charge any higher prices for articles registered in Hakodate.

CHINESE COOLIES IN JAPAN.

ALL SENT HOME PAINLESS.

We (*Japan Chronicle*) learn from a Tokyo dispatch that the Chinese coolies recently imported for the work of the construction of the Kagoshima line of railway, now in progress between Oshima and Misaki, Miyazaki Prefecture, have been dismissed in compliance with the instructions issued by the local authorities, who have discovered that the engagement of the coolies is in violation of the Imperial Ordinance No. 359 of 1899. The unfortunate Chinese are now involved in great difficulties and have appealed to the Chinese Consul at Nagasaki for assistance. The matter has been referred to the Chinese Minister in Tokyo, who has applied to the Foreign Office in Tokyo, asking that measures should be taken for their relief. The dispatch adds that the Foreign Office has nothing to do with the matter. It is a question between the contractor and the coolies, and the only course available for their relief may be to obtain travelling expenses from the contractors for the journey home.

It is stated that the number of the destitute Chinese coolies turned out is 120.
In the opinion of a certain authority on economics, as quoted in the *Osaka Mainichi*, the importation of cheap labour will be to the advantage to Japan. It will call for further industrial development, which will create an increased demand for labour, and the Japanese labourers may be much benefited in consequence. The Chinese coolies imported for this purpose belong to the lowest class, and can be utilised for enhancing the production of Japan without interfering with the interests of skilled Japanese workers.

The *Mainichi* argues that their importation may be of some advantage in discouraging strikes or disturbances among the Japanese labourers, but it has not much to recommend it, and in any case their number must be limited. Moreover the existing Imperial Ordinance prohibiting their importation cannot be ignored. Their services are, however, welcomed at mines, and certain mine-owners are considering a proposal by which they can engage Chinese. It is maintained that they not only work more honestly and earnestly than Japanese coolies, but their wages are much lower. They are quite satisfied with 40 sen a day, while Japanese are paid 80 sen in the mainland and ¥1 in the Hokkaido on an average, and they are demanding an increase.

HONGKONG GYMKHANA CLUB.

FIFTH MEETING.

The programme of the fifth meeting to be held at the Happy Valley, on Saturday, 5th October (weather permitting), is as follows:—

1.—3.0 p.m.—GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all China ponies. Each weighs at least 6 lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffins allowed 5 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. To be won by the pony scoring most marks in the races for the cup, counting 4 points for a first; 2 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a memento to the winner of each race, and \$25 to second pony out of the Club funds. At the conclusion of the season a cup will be presented by Commodore R. H. S. Stokes, R.N., to the owner of the pony obtaining the second highest number of marks.

2.—3.20 p.m.—ONE ROUND FLAT RACE.—For China ponies which have run and not won at gymkhana meetings this season. Weight for inches as per scale. Subscription griffins 10 lb. extra allowed 7 lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented. 2nd prize: \$15. (Entrance fees to go to winner). In the event of there being less than five entries 2nd prize \$15.

3.—3.40 p.m.—LADIES' NOMINATION RACE.—Gentlemen to start dismounted at a given point. On the word "go" mount and ride over a paper "water" jump to their nomina- trices who will in the meantime have been given hats to trim. Gentlemen will dismount shortly before reaching their nomina- trices. When hats are trimmed ladies will assist gentlemen to put them on. Gentlemen will then mount and ride home over a course which will be indicated and which will include a paper hurdle and through a screen. Hats and trimming will be provided by the Club. Time limit for hat trimming 4 minutes. Points for pace and hat trimming. Hats must be worn when passing winning post and if dropped or knocked off en route must be picked up. Any competitor backing or siding his pony over or through any obstacle will be disqualified. No whips or spurs allowed. Entrance fee \$3. First and second prizes presented by the Club. Post entries will be accepted for this event.

4.—4.10 p.m.—FIVE FURLONGS FLAT RACE.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented. 2nd prize: \$15. (Entrance fees to go to winner). In the event of there being less than five entries 2nd prize \$15.

5.—4.30 p.m.—THREE PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winners of this event at the first two gymkhana seasons to count marks scored by them at this meeting towards aggregate only. Mementoes presented at this meeting to be taken by riders scoring highest number exclusive of winners at the first two gymkhana meetings this season. Entrance fee \$3. A memento presented to the 1st and 2nd. Post entries.

6.—5.00 p.m.—ONE MILE AND A QUARTER FLAT RACE.—PANDIC-P.—For all China ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5. 1st prize: A cup presented. 2nd prize: \$15. (Entrance fees to go to winner). In the event of there being less than five entries 2nd prize \$15.

7.—5.20 p.m.—ULTRA-ULTRA FLAT RACE.—About 150 yards. For China ponies. Ponies will be drawn for and will be ridden by riders drawing the corresponding numbers to those of the ponies on the programme. Drawing will take place on the course in front of the Judges' Box immediately before the race. The owner of the first pony home to give the rider \$5. Rider of last pony to give the owner \$5. Entrance fee \$5. Prize presented. (Entrance fees to go to winner). A memento will be presented to the rider of the last pony. The "Presented Prize" will go to the rider, the entrance fees to the owner of the first pony. No competitor may ride his own pony—if by chance he draws his own pony he must exchange with some other competitor. No whips or spurs allowed. The committee of the Gymkhana Club reserve the right to refuse the entry of any pony which they may think unsuitable for this race. Post entries will not be accepted for this event.

Entries close to the hon. secretary, Hongkong Gymkhana Club on Saturday, the 28th September, at the Hongkong Club at 7 p.m. after which time no entry will on any account be accepted.

Entrance fees must accompany entry, otherwise entry will not be accepted.

Entries for events Nos. 1, 2, 4 and 6 must state name, colour, and height of pony, also racing colours.

Post entries will be accepted for events Nos. 3 and 5.

Forms of entry may be had on application to the hon. secretary or at the Hongkong Club.

THE TOKIO FLOODS.

THOUSANDS LEFT DESITUTE.

THE MAIL ARRANGEMENTS.

The *Japan Chronicle* of August 29 says:—The inundations are the result of the recent heavy storms are the worst recorded during the past 50 years, and his Majesty the Emperor, who is much concerned at the widespread calamity, has ordered the Court Chamberlains to report on the condition of the sufferers and the extent of the damage in all parts of the Empire.

The traffic between Toyama and Gotemba on the Tokaido line was resumed on Monday evening.

A road has been opened along the railway line between Yamakita and Koyama for the use of passengers, but as the path runs through hilly country, walking is very difficult. The road, however, interferes with the repair of the line, so it has been decided by the railway authorities to make a new road. The owners of the land are now being consulted on the matter. The new road being very steep and narrow, it is considered impossible for passengers to carry their luggage with them. The freight of hand luggage between Koyama and Yamakita is to be borne by the passengers, the charge being 2 sen per kin, heavy packages being charged at the rate of 10 *kuans*. In wet weather the rate will be increased 40 cents. In the opinion of an engineer in the employ of the Railway Bureau in Tokyo, traffic between Yamakita and Koyama will probably not be resumed before the middle of next month.

Owing to the overflowing of the Yura River Maizuru, Shin-Maizuru and Amari are completely flooded, in some parts the houses being entirely submerged. Over 40 houses were carried away, and up to 6 p.m. on Tuesday over 20 persons were reported to have been drowned. The ancient and famous temples of Enryuji and Myohoji, and the Inari Shrine of Maizuru were demolished.

Some one has also grievously suffered. The town is situated on the Sonoba River, the terminus of the Kyoto Railway, and at three o'clock on Sunday morning the bank of the river suddenly gave way. The water rushed into the city with tremendous force, and the people were struggling in the water, screaming for assistance. The city was soon submerged, but at dawn the water began to subside. The sufferers then gathered at the public hall, where they received ration from the Municipality.

Fukuchiyama was also totally submerged, and the recent flood is said to have been more disastrous than that of 1895. According to news which reached the Hankoku Railway Company on Tuesday morning, 130 houses had been washed away, and over 300 persons drowned in Fukuchiyama. The inhabitants were threatened with famine, as the supply of food was cut off.

The damage sustained by the Hankoku Railway is remarkable. The line was destroyed for a distance of about 300 feet at Otsaki between Oyama and Shimokita, and also for a distance of 1,540 feet at Mizutaki. The entrance of No. 14 tunnel subsided, blocking the line and the stonewall on the hill side close by, rising about 20 feet entirely collapsed, the line being destroyed. The repair of this section of the line will take some sixty days by working day and night.

The repair of the bridges and roads damaged in Hiogo Prefecture is estimated to cost about ¥500,000.

Returns made by the authorities up to Monday night relating to the damage in Saitama Prefecture show that 18,000 houses were flooded and 25 washed away, and that 25 persons were drowned and injured. Relief stations are established at 19 places, where the sufferers are being quartered; the number totals about 58,000, and this number is still increasing. The two villages of Ishida and Tatewaki, near Utsunomiya, were wholly submerged, and the inhabitants, numbering over 3,000, are being taken care of by the village office. For two days, the 27th and 28th inst., 30 koku of rice were distributed in relief rations.

It is reported that most of the houses at Karuiwa were flooded, and some of the houses occupied by foreigners were washed away.

Mr. Haro Kusaka, Superintendent of Foreign Mails at Kobe, informs us that he is in receipt of advice from Yokohama to the effect that the Kobe portion of the C.P.R. mails, which, as previously stated, was being sent across the Hakone range, arrived at the northern port on Monday evening, the mails being duly placed on board the *Monteagle*.

The U.S. mails for the steamship *Korea* were sent down to Yokohama by M.M. liner *Towara*, which left Kobe at 4 a.m. on Tuesday, instead of per *Shawmut* as was previously reported, owing to the postponement of the latter's departure.

A regular mail service by sea between Shinjuku and Tokyo, via Yokohama, has been established, and all the domestic mail, excepting parcels eastward, are being sent by rail to Shinjuku and hence by sea. Parcels are conveyed by steamers from Kobe.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—On the 10th at 11.50 a.m.—The barometer has risen slightly to considerably over China and Japan respectively.

The typhoon traversed the Sea of Japan moving in a N.E. direction yesterday, passing between Vladivostok and Haddo in the evening. It appears to have regained the Pacific to the North of Hokkaido this morning.

Pressure is highest over China to the N. of the Yangtze, and gradients are slight for the most part. A low pressure trough will probably form across the N. part of the China Sea. Moderate to fresh N.E. winds may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 2 a.m. to-day, 0.19 inch.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, moderate or fresh; fair.
2.—Formosa Channel, same as No. 1.
3.—South coast of China between Hongkong and Lanouch, same as No. 1.
4.—South coast of China between Hongkong and Kelang, same as No. 1.

ANGLO-GERMAN RELATIONS.

SOME LIGHTS ON THEM.

"If it be the aim of the Imperial Government to make Germany 'the most powerful Empire' in Europe and Prussia 'the most powerful State' in that Empire, they may be sure of my support; but I would warn them that they must pay proper regard to the claims of our neighbours and competitors, commercially, as well as politically." In these weighty words, Herr Babel recently laid down the principles of his policy—the policy, also, presumably, of his party; and there are few thinking men, Social Democrats or not, who could reasonably oppose themselves to it. But, unfortunately, it has not been the habit in Wilhelmstrasse to pay that proper regard to the claims of others which Herr Babel so sensibly demands, else there would have been no occasion for the controversies with England which have been the feature of the past few years. Jealousy is not the only engenderer of hate; nor is the fractiousness which may be laid to the charge of a rival likely to be lessened by the constantly-repeated conviction that he alone is in the wrong. This is admitted as readily in Berlin as it is in London, yet when details come to be dismissed, there is very little disposition on the part of the average German to concede to England ground for complaint. If this attitude of mind were due simply to prejudice, it might be understood, if not condoned, and that it should arise from ignorance is as surprising as it is lamentable. This fact is brought home to one in the greater provincial centres even more than in the capital itself, where there has begun to be some sort of understanding that England had ample justification for denouncing, at the expressed wish of her great transatlantic Colony, the Commercial Treaty with Germany ten years ago. Since that Treaty ran out there has been nothing to govern Anglo-German commercial relations save the "modus vivendi," from time to time renewed, and opinion has hitherto regarded this arrangement as not at all unsatisfactory, all circumstances considered. But as a new Treaty will inevitably have to be negotiated—and there is indisputable authority for stating that an exchange of Notes has been made between London and Berlin with this end in view—it would be well to suggest a few points upon which the British Government should insist. There is no branch of German industry which has made such great progress during the past ten years as shipping and although our own developments have been sufficiently remarkable, we cannot afford to shut our eyes to the methods by which our Teutonic competitors have achieved, and are still achieving, their success. Let it be said at once, however, that the Germans are wholly to blame in this matter. Politically speaking, they were entitled, and are entitled, to employ every means for the advancement of their overseas commerce, to which we did not raise objection; hence, if British shipowners have suffered, the fault lies not so much with our rivals as with ourselves. They have developed the subsidy system with a science, while by Select Committees and otherwise we have condemned it. By the State ownership of railways, they have made it possible for goods to be carried from the remotest corners of the country to the coast at rates for which there is no equal in the world, while we have permitted our railways to give, though not necessarily designedly, a preference to the foreigner, by encouraging through traffic. We have handicapped our shipping industry by failure to insist that German tonnage entering British ports shall be subject to our own load-line; and what this means may be gauged from the fact that a German ship will carry 50 tons more cargo than a British ship of equal capacity. The injustice of such a system is too apparent to require comment, especially as the recent freight fight between the Hansa and the P. and O. and British India Companies furnished particularly sound evidence of the fact. Of parallel importance to the shipping of both countries is the question of Light Dues. It is, and always has been, impossible for even the expert mind to understand upon what principle, save that of benefiting the foreigner, these dues are levied, British vessels having to pay, both inwards and outwards, and German vessels outwards only. Nor is it compulsory upon a foreigner to engage a pilot on entering a British port—a privilege and considerable economy which our own shipowners and captains may be legitimately excused for coveting. In these simpler but, it will be agreed, effective instances, of the favour afforded to the foreigner, we have surely good ground for discussion and negotiation; yet it is on record that when the suggestion has been made that the existing condition of things should be remedied, German interests have protested, and have been supported in their protest by their Government. Herein is involved no question of Free Trade or Protection, and since mercantile marine and commercial matters have lately been engaging the attention of the Reichstag, and secret concessions or payments are being made to shipping by the German Government to a greater extent than ever before, our own Government cannot be too deliberate or forceful in any negotiations for the conclusion of a new Commercial Treaty which they may be undertaking.

Let it not be supposed, however, that the United Kingdom is alone in this matter. The great growth of commerce between Germany and British Colonies—the Canadian Dominion and the Commonwealth of Australia and New Zealand especially—gives these Colonies the right to a voice in any settlement which may be made. In one way, Canadians and Australians suffer more severely from the absence of a permanent Anglo-German Treaty of Commerce than do the people of the Mother Country, for their chief products—grain, meat, and fruit—are practically prohibited by the Protective Tariffs of the Fatherland, while, despite such tariffs as may be enforced, German manufacturers are making a market for themselves in the Colonies; and

by the preferences or reduced rates given by the State Railways to manufacturers; second, by the subsidies or secret concessions granted by the Imperial Government to shipowners and exporters; and, third, by the freedom which the shipping interest enjoys from the load-line, lighting, and other restrictions to which British shipping is subject. The economic and industrial evolution of Germany may in course of time serve to remedy this state of affairs, for it is obvious to all who may have had recent experience in either Prussia or its sister States, that the prices demanded for home-grown produce will soon exceed the resources of the mines. "German national economic condition," says Dr. Paul Sivabach, the British Consul-General in Berlin, in his annual report just issued by the Foreign Office, "have already felt most painfully one effect of the new tariff—the enormous rise of price in all the most indispensable necessities of life, a rise which has, without doubt, been intensified by the increased imposition on agricultural produce." Designed to assist the Agrarians, who, as the price of their support, have been given concession after concession by the Government during the past fifteen years, the new tariff is an even more insuperable barrier than any previously erected, to the import into the Fatherland of Canadian, Australian, or American food produce, and if the new provisional Commercial Agreement negotiated by the German Ambassador in Washington with the United States Government be finally rejected by the Committee of the Reichstag, to which it has been referred, the rejection will be entirely due to Agrarian influence. Yet, while barring out American as well as British Colonial food produce, there has been constant complaint in the course of the recent Reichstag debates, and also in the Press, that the United States Government have not made concessions enough in the provisional agreement aforesaid. May we look for any greater consideration from Germany when the proposed Anglo-German Commercial Treaty comes to be negotiated? That is the question, and if it must be answered in the negative, then common cause must be made with those who hold that a "modus vivendi" should suffice until a season of reason has set in on the Spree. On the other hand, it is sincerely to be hoped that the Imperial Government will take to heart Herr Babel's warning, which exhibits as fine an appreciation of the spirit of fair play as it does of the dangerous selfishness of German economic policy.—*F. C. Darley in Pall Mall Gazette.*

SHIP'S LETTER BOXES.

HONGKONG POSTAL AUTHORITY'S PROTEST.

A copy of the following circular letter has been sent to all agents for foreign steamers in the Philippine Islands, by the Director of Posts:—

August 30, 1907.

To all Steamship Companies:—Protest has been made by the postal authorities at Hongkong against the amount of mail matter carried in the ship's letter boxes by steamships plying between Manila and Hongkong, caused, I am informed, by the habit of many steamship agents allowing ship's letter boxes to be placed in their offices, available for those who cared to post letters destined for Hongkong and other foreign ports, while the vessels remained in Manila. This practice is not only irregular but misleading and dangerous to the public and should be discontinued.

The purpose of ship's letter boxes as defined by the Postal Union Convention is to serve as a depository for articles mailed on the high seas or handed aboard to the mail agent or the captain of the vessel. At the terminal port the boxes should be delivered to the postal authorities in order that the mail will come under the regular supervision of the postal authorities. The letter boxes are due to be returned to the ship at once.

It is apparent that the complaint of the Postmaster General at Hongkong is well founded and you are earnestly requested to take immediate steps to discontinue the maintenance of a mail receptacle of any kind in your office, and advise the public that mail matter should be deposited in the post office or postal street letter boxes, or if too late to be included in the regular mail the articles with the proper postage stamps affixed should be delivered to the captain aboard the vessel.—Respectfully,

C. M. COTTERMAN, Director of Posts.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/2 1/16
Do demand 2/2 1/16
Do 4 months' sight 2/2 1/16
France—Bank T.T. 2/2 1/16
America—Bank T.T. 2/2 1/16
Germany—Bank T.T. 2/2 1/16
India T.T. 2/2 1/16
Do demand 2/2 1/16
Shanghai—Bank T.T. 2/2 1/16
Singapore T.T. 2/2 1/16
Japan—Bank T.T. 2/2 1/16
Java—Bank T.T. 2/2 1/16

Buying.
6 months' sight L/C 2/2 1/16
6 months' sight San Francisco & New York 2/2 1/16
1 month's sight do 2/2 1/16
4 days' sight Sydney and Melbourne 2/2 1/16
4 months' sight France 2/2 1/16
1 month's sight do 2/2 1/16
1 month's sight Germany 2/2 1/16
1 month's sight do 2/2 1/16
Bank of England rate 2/2 1/16
Bank of France 2/2 1/16
Cablegram 2/2 1/16

OPIMUM QUOTATIONS.

To-day's quotations are as follows:—
Malwa New Per picul 262/750
" Old 260/850
" Oldest 260/910
Patna New Per chest 267/825
" Old 265/805
Benares New 265/805
" Old 267/815
Patna (Paper) 267/815

Intimations

THE ROBINSON PIANO CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY, HAAKE, WINKELMANN, & Co., & Co., & Co.

Prices from \$750.

Hongkong, 22nd August, 1907.

TO COUNTERACT THE ENERVATING EFFECT OF THE HOT WEATHER, DRINK

"TANSAN"

Bottled at the Takaradaka Spring, Japan.

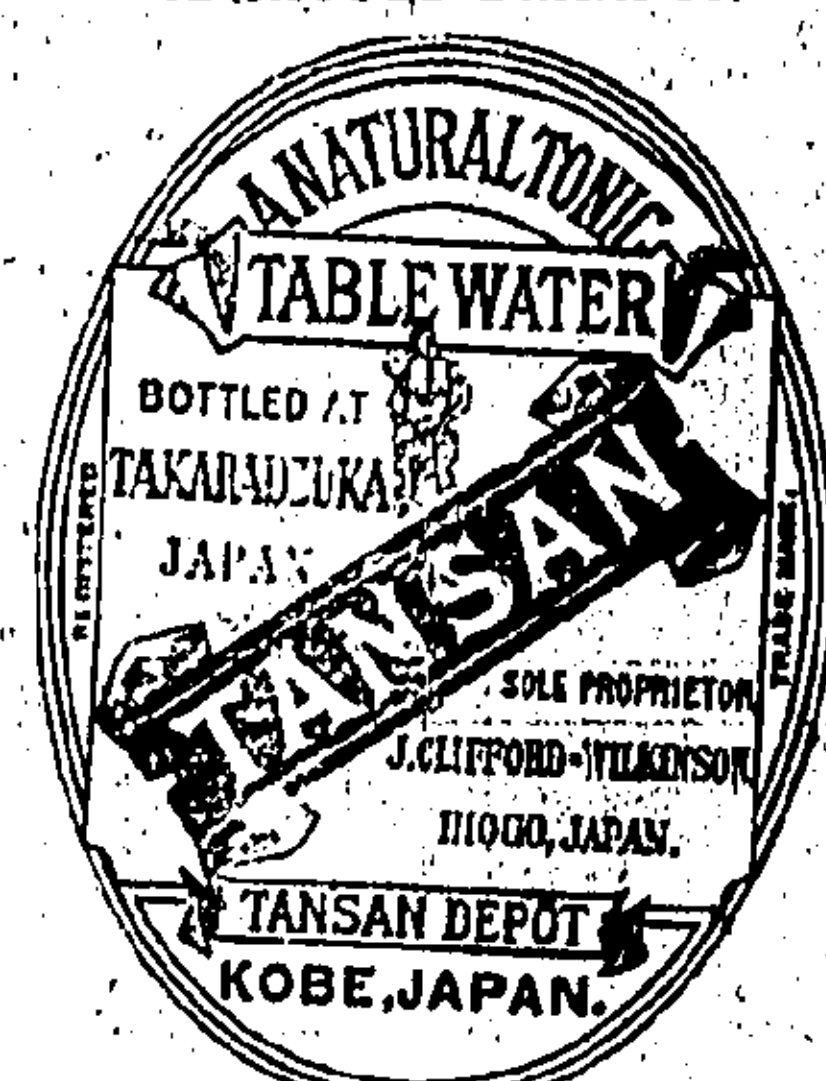
Mixed with Hock, Whisky, or Claret it has no equal as a Thirst-quencher, Stimulant, and cure for Lassitude and Debility.

LADIES who value their health should drink it.

CHILDREN will feel the beneficial effect of it.

MEN who use it testify to its excellence.

ALL SHOULD DRINK IT.



IT IS STILL THE BEST NATURAL MINERAL WATER IN THE WORLD

BEWARE OF Spurious Imitations and see that you get your "TANSAN" from the SOLE AGENTS.

"TANSAN GINGER ALE"

Acknowledged to be the best on the market, see that the label bears the name of J. CLIFFORD WILKINSON, without which none is genuine.

Can always be obtained at all the CLUBS, HOTELS and STORES.

H. PRICE & Co., Ltd., SOLE AGENTS.

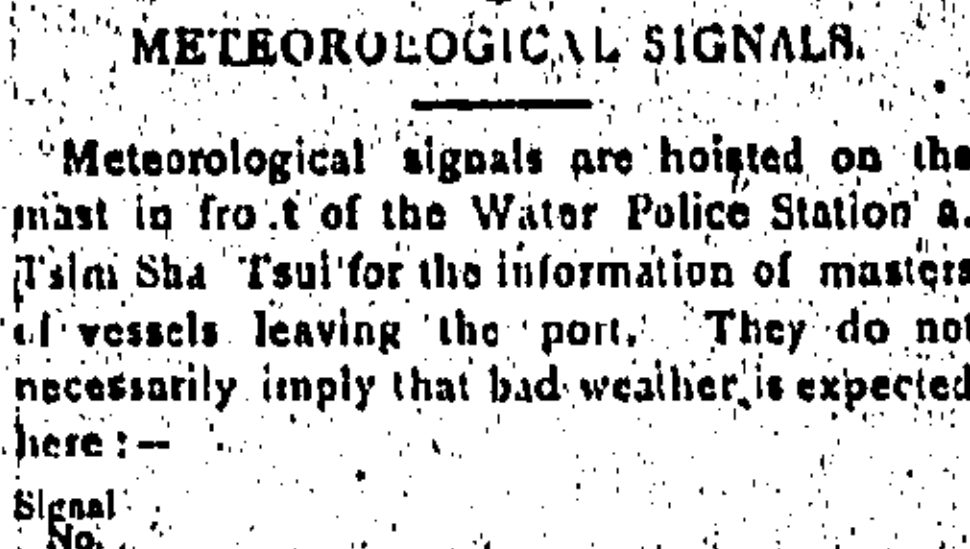
WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL, Hongkong.

Hongkong, 27th August, 1907.

WEATHER-FORCASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

THE JAPANESE IN SHANGHAI



In accordance with a law passed by the Japanese Diet in March 1905 the Japanese residents of Shanghai have just formed their own lives into a legal community on the lines of governing similar organisations in Korea. Under the provisions of the law in question, communities of the same character are to be formed in Hankow, Tientsin, Newchwang and Asong. In Shanghai the organisation will be a very powerful and influential one, as the Japanese residing here are fully 6,000 in number, and membership is compulsory. Funds will be provided by the imposition of a tax of \$3 per month per member, the proceeds of which will be used in the establishment of schools, the acquisition of cemeteries, the celebration of national festivals and such objects of communal interest. The regular formation of the community dates from Sunday (Sept. 1), when a very brief and businesslike ceremony took place at the Japanese Consulate General. The proceedings consisted merely of the announcement by Mr. N. Ozaki, Japanese Vice-Consul in charge, of the names of the fifteen gentlemen whom he had selected to act as the Provisional Council for the community, and when, six months have passed, will be superseded by a Council elected by the members of the community themselves. The new organisation is bound to be very useful promoting Japanese interests here and regulating Japanese affairs in a manner that will diminish litigation, save the regular authorities a great deal of trouble and conduce to the general well-being of Shanghai.—*Shanghai Times*.

HYDRAULIC CIRCLES

REMARKABLE CASES REPORTED BY A
LONDON DOCTOR.

Some striking statements by Dr. J. F. Wood of Harley-st, as to the value of hypnotism, the treatment of patients are reported by the 'British Medical Journal.'

Ever since 1891, Dr. Woods has been using hypnotic suggestion, having treated 200 patients in all, of whom 1,578 have recovered and 293 improved. The treatment has been most efficacious in those deeply interested and pathetic cases styled "borderland" cases where the subjects are hovering between sanity and lunacy; but, besides these, Dr. Woods has cured by hypnotism 80 out of 113 cases of melancholia, 20 out of 44 cases of mania, a 21 out of 28 cases of "stage fright."

Not only have mental cases yielded surprisingly to hypnotic suggestion, but with "writer's cramp," dyspepsia, gout, and neuralgia, Dr. Woods has also had a large majority of cures over failures.

His method seldom includes sending a patient into hypnotic sleep. Here is a typical illustration of how he goes to work. A lady came to him with a paralysed leg; it was

"I treated her by suggestion only; three times in one week, and she was able to walk."

after the third treatment. First treatment: suggested that her leg should feel warm & comfortable; it became warm in a quarter-an-hour. Second treatment: I suggested that she should be able to move it, which she could.

slightly in ten minutes. Third treatment. That she should be able to stand on it a walk, which she did in half an hour, but on with great difficulty on account of the weakness. After this she steadily improved; in about

After this she steadily improved; in about a month the leg was the same size as the other and she walked then as if she had never been ill."

The papaya or rapaw (*Cortica Papaya*), grown as a fruit tree in gardens throughout India, its ripe fruit being much appreciated.

Of recent years a small trade has sprung in some countries in the preparation from the fruit of a dry powder called "papain." It is well known throughout India that the juice of both the fruit and leaves has a digestive

action upon meat, the toughest meat being quickly made soft and tender, but no attempt appears to have been made to manufacture vegetable pepsin. It is doubtful whether a product would find a ready market in India.

but there is a moderate demand for it in Europe, part of which might be met by manufacture in those parts of India where the local conditions are most favourable. An account of this product was given in our last number.

No. 31 of 1896, where the following method of manufacture is recommended: The best method to prepare paptin is to collect the juice of the unripe fruit, mix the juice with twice its own

volume of rectified spirit, let the mixture stand for a few hours, and then filter off the insoluble matter, and dry it at the ordinary temperature of the atmosphere. After being powdered should be kept in well stopp'd bottles ready for use."

For Sale.
PABST BREWING COMPANY,

MILWAUKEE.
FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY

SIEMSEN & Co.
Agents for
HONGKONG & SOUTH CHINA,
Hongkong, 29th July, 1907.

**THE HONGKONG
STUDIO**
HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.
LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE
Hongkong, 15th September, 1908.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	Paid Up.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ 1,000,000 \$11,750,000 \$20,000 }	\$1,707.167	{ \$1.15/- for 1 year ending 30.6.07 @ ex 3/2 3/16 \$16.04 }	4 1/2 %	{ Issue \$500 n. issue London 2 1/2 ex new issue London 60.10 n. issue first call \$51
Do. (new)	40,000	\$125	\$62 1/2	{ 1,275,353 \$300,000 }	\$72.273	\$2 (London 3/16) or 1905		
National Bank of China, Limited	0.025	£7	£6	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$233.638	\$20 for 1905	7 1/2 %	\$270
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	£15	£5	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,520	{ Interim of 7/16 for account 1906 @ ex 3/16 12 1/2 per cent. }	6 %	Tls. 77) sellers
North China Insurance Company, Limited	10,000	£15	£5	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,520	{ Interim of 7/16 for account 1906 @ ex 3/16 12 1/2 per cent. }	6 %	Tls. 77) sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$1,400.40	{ Final of \$12 making \$42 for 1905 and Interim of 13 1/2 to 1906	5 1/2 %	\$360
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$462.467	{ 1 1/2 for year ending 31.12. 5	7 %	\$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$362.980	{ 3/- and bonus \$2 for 1.05	9 1/2 %	\$87 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$435.236	\$40 for 1905	12 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$565	{ 1 1/2 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Nil.	\$2 1/2 for year ended 30.4.1906	6 %	\$41
Hongkong, Canton & Macao Steamboat Co., Ltd. ...	10,000	\$15	\$15	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	127.101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation Co., Ltd. (Preferred) ...	6,000	£5	£5	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	£3.694	5/- for 1906 @ ex 2 1/2 = \$5.14 per share ..	3 1/2 %	{ \$10 buyers \$20 buyers
Do. do. (Deferred)	6,000	£5	£5	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	£3.694	5/- for 1906 @ ex 2 1/2 = \$5.14 per share ..	3 1/2 %	{ \$10 buyers \$20 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	{ Tls. 47 1/2 sales Tls. 48 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	172,370	Interim of 1/- (Coupon No. 8 '06) a/c 1907 ..	4 1/2 %	44/-
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	1137	{ \$1.00/- for year ending 30.4.1907	5 %	\$20
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	1137	{ \$1.00/- for year ending 30.4.1907	5 %	\$20 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	8,730	Final of Tls. 2 making Tls. 6 for 1906	12 %	Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	9,218	\$8 for year ending 31.12.06	8 1/2 %	'98
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	none	13 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 8,935	Tls. 4 (8 %) for year endng 31.8.06	4 1/2 %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	£12,546	Interim of 1/6 for a/c year ending 28.2.07 ...	4 %	Tls. 15.20 buyers
Raub Australian Gold Mining Company, Limited	100,000	£1	£1	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	£12,358	No. 12 of 1/- = 48 cents		\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharfund Godown Co., Ltd. ...	10,000	\$50	\$50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$3,047	Interim of \$2 for six months ending June 30th '07	6 1/2 %	63
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$491,380	\$4 for 1st half-year endng June 30th, 1907 ..	7 1/2 %	\$105 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 10,459	Tls. 3 for year ending 30th April 1907	3 1/2 %	Tls. 79
Shanghai and Hongkew Wharf Company, Limited ...	6,000	Tls. 100	Tls. 100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 23,117	Interim of Tls. 8 for account 1907	8 %	Tls. 216 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai) ...	10,000	\$25	\$25	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23
Central Stores, Limited	50,123	\$15	\$15	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	19,178	\$1.80 for 1906	12 %	\$14 1/2
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	1,371	\$5 for second half-year making \$10 for 1906 ..	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd. ...	10,000	\$100	\$100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07 ..	7 1/2 %	\$97
Humphreys Estate & Finance Company, Limited ...	150,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$11,667	80 cents for 1906	7 1/2 %	\$10 1/2 sa. and b.
Kowloon Land and Building Company, Limited	1,000	\$50	\$30	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	11,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 61,978	Interim of Tls. 3 for account 1907 ..	7 1/2 %	Tls. 102 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$21,660	\$2 1/2 for the year ending 31.7.06	11 1/2 %	\$11
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 52
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 31,459	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	10,000	Tls. 500	Tls. 500	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 50,683	Tls. 50 for 1906	10 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	£638	1 1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	1,653	\$2 for 1905		\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Nil.	\$1 for 1904		\$5 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ..		Tls. 20
China Light and Power Company, Limited	10,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$25,000	60 cents for year ended 31.2.05		16 sa. and b.
China President Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$115,000	80 cents for 1906	9 %	\$9
Dairy Farm Company, Limited	25,000	\$2 1/2	\$6	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	\$110 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$11,000	Interim of 50 cents per share for a/c 1907 ..	9 %	\$16
Hall & Holt, Limited	21,000	\$20	\$20	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$186,000	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$10 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$2,953	1 per share for year ending 28.2.07	7 1/2 %	\$14
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$105,000	Interim of \$4 for 1 year ending June 30th '07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$4,312	Interim of 80 cents per share for a/c 1907 ..	8 %	\$25 buyers
Matschappij tot Mijn, Bosch en Landbouwerij exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 547,500	Second interim div. of Tls. 7 1/2 for a/c 1907 ..	9 1/2 %	Tls. 325 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 27,653	\$10 for 1906	8 1/2 %	\$12
Peak Tramways Company (new)	50,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	none	5 p. sh. or period 18 m. 1907 Oct. 10 to 30th Apr. '07		\$170
Philippine Company, Limited	77,500	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Dr. P. 34,374	None		\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 108 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 9,751	Tls. 4 for 1905		Tls. 30 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906	14 %	Tls. 70 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906 ..	8 1/2 %	Tls. 121 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 190,000	Interim of 15/- for account 1907		Tls. 310 buyers
South China Morning Post, Limited	7,200	£20	£15	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 85,592	Interim of 11 1/3 for account 1907		Tls. 280 buyers
Steam Laundry Company, Limited	6,000	\$25	\$5	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Dr. \$41,934	None		\$22
Tientsin Waterworks Company, Limited	20,000	\$5	\$5	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %	\$6 1/2
Union Waterboat Company, Limited	1,000	Tls. 100	Tls. 100	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 15,295	Tls. 6 1/2 for year ending 30.4.07		Tls. 97
United Asbestos Oriental Agency, Limited	50,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	Tls. 4,000	First year		\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$35,000	8 cents on 9,000 ord. shares and 1.8 on 100 Founders' shares	8 %	\$10
Watson, (A. S.) & Co., Limited	10,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$130,000	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$12 sellers
William Powell, Limited	15,000	\$10	\$10	{ 1,675,000 \$200,000 £110,000 Tls. 100,000 Tls. 50,000 }	\$4,500	Final of 3 1/2 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8

* These shares are entitled to half of the profits.

Shipping—Steamers



MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

**FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.**

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA."
Captain R. A. Peters, carrying His Majesty's
Mails, will be despatched from this Port for
BOMBAY, &c., on SATURDAY, the 21st
September, at Noon, taking Passengers and
Cargo for the above Ports, in connection with
the Company's S.S. *Montgolfia*, 9,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 2nd November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent
Hongkong, 7th September, 1907.

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STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON,
LAVER, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "TOURANE,"
 Captain Lancelotti, will be despatched for
 LARSEILLES on **TUESDAY**, the 17th
 September, at 1 P.M.
 This Steamer connects at Colombo with the
 Australian line s.s. **Arnard Birk**, bound for
 Larseilles via Bombay and Aden.
 Passage tickets and through Bills of Lading
 issued for above ports.
 Cargo also booked for principal places

Next sailings will be as follows:—

S.S. AUSTRALIEN	1st Oct.
S.S. NERA	15th Oct.
S.S. YARRA	29th Oct.
S.S. ERNEST SIMONS	12th Nov.
S.S. TONKIN	26th Nov.
S.S. POLYNESIEV	10th Dec.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th September, 1907.

Intimations.

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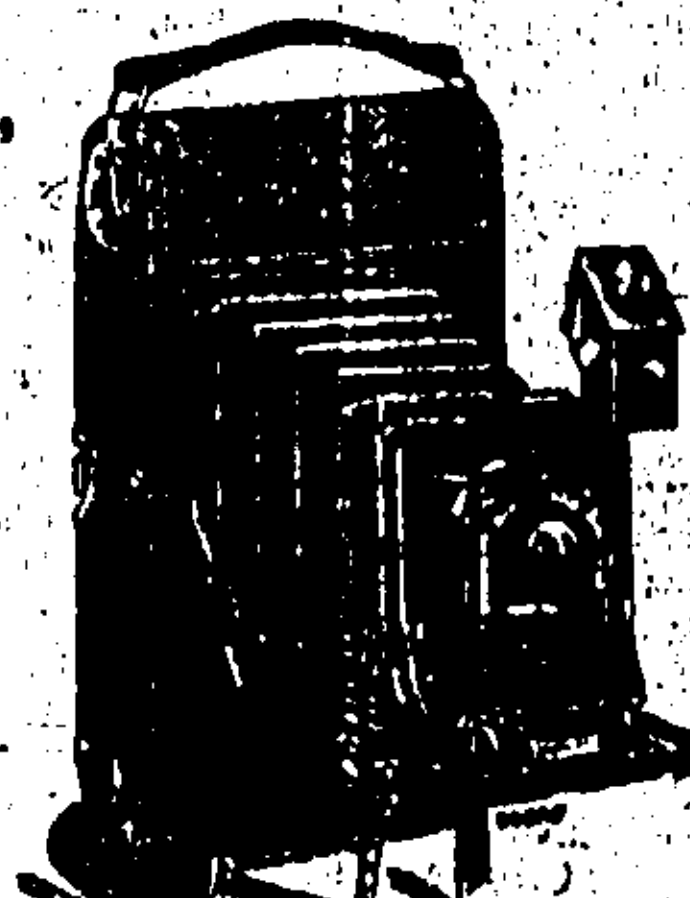
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Hongkong, 16th May, 1905.



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an
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